

WHAT IS FAROS?

The FAROS system uses existing Precision Approach Path Indicator (PAPI) lights on the airport that have been modified with a flashing ability. Loop sensors embedded in activation zones trigger the PAPI lights to flash on and off when a vehicle is detected. At Long Beach Airport, there are three activation zones currently being evaluated:

- 1) The full-length departure position at the end of Runway 30
- 2) The common departure position at the intersection of Taxiway J and Runway 30
- 3) The intersection of Taxiway G and Runway 30

BACKGROUND

The FAA recognizes the safety hazard of aircraft landing on an occupied runway. These situations can lead to runway incidents of varying severity. As part of their ongoing efforts to explore new technologies aimed at reducing these runway incursions, the FAA's Joint Safety Implementation Team proposed that a method be developed to directly notify pilots on approach to land that their intended runway is occupied.

HOW SHOULD PILOTS REACT?

Approaching Flight Crew/Pilots

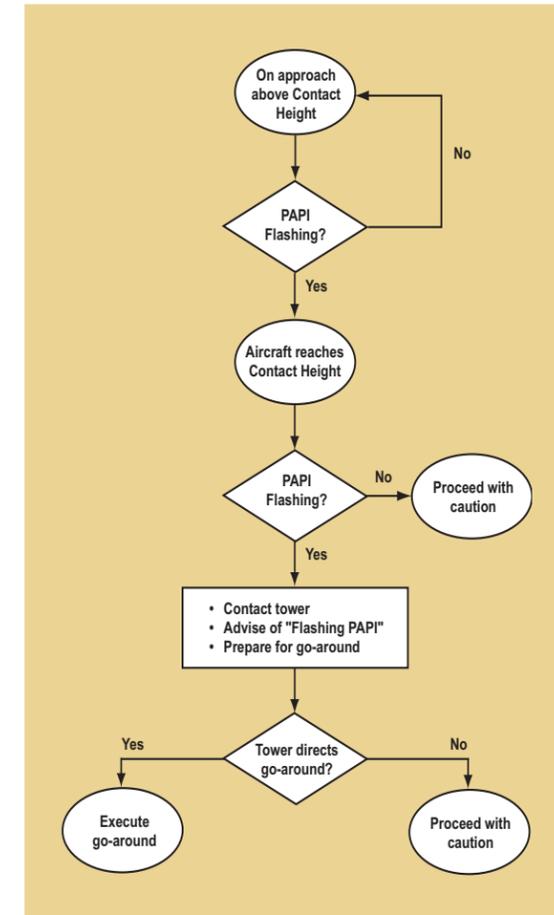
If the PAPI lights are flashing while on final approach **above** the Contact Height of 500 feet above ground level, continue the approach with a heightened level of awareness for conflicting traffic on the runway.

If the PAPI lights are flashing as the aircraft reaches Contact Height, contact the tower and notify them of the flashing lights. Prepare for a possible go-around.

Subsequent actions depend upon the Air Traffic Control (ATC) response:

- ▶ If no response is received, or if a response is given which does not assure you that the runway will be clear prior to touchdown, execute a go-around procedure as per the Aircraft Flight Manual and advise ATC of your actions. Request further instructions.
- ▶ If ATC indicates that the runway will be clear prior to touchdown, continue a normal approach and landing, **after determining that no collision hazard exists.**

Note: A steady PAPI signal does not indicate the runway is clear. Pilots are still responsible for ensuring no hazard exists prior to landing.



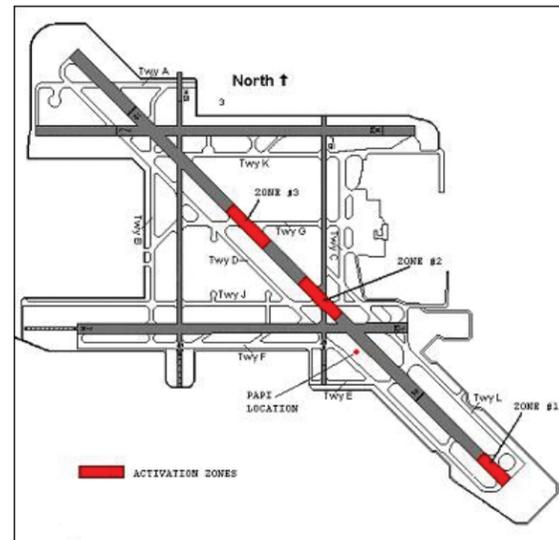
Departing Flight Crew/Pilots:

Aircraft entering the Runway 30 full-length departure activation zone will cause the PAPIs to flash. Unless there is another safety concern, flight crew/pilots noticing the flashing PAPIs should continue their takeoff procedure — **do not contact the tower.** The PAPIs will stop flashing when the aircraft exits the activation zone.

HOW DOES IT WORK?

The FAROS system provides pilots on approach information about the occupancy status of the runway, and acts as a supplemental tool to the information provided by air traffic controllers.

Any surface traffic detected in monitored zones of the runway cause Precision Approach Path Indicator (PAPI) lights to flash. When flashing PAPI lights are spotted, the pilot should visually check the runway for potential obstructions. If an obstruction is present, the pilot can decide whether to continue with the approach, call the tower for additional information (in the case of an active tower) and/or break off that approach and execute a go-around.



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For information and feedback visit

FAROS.FAA.GOV



Federal Aviation
Administration

Final Approach Runway Occupancy Signal (FAROS)

Pilot Safety Information
Announcement

*Beginning early 2006
at Long Beach Airport*



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